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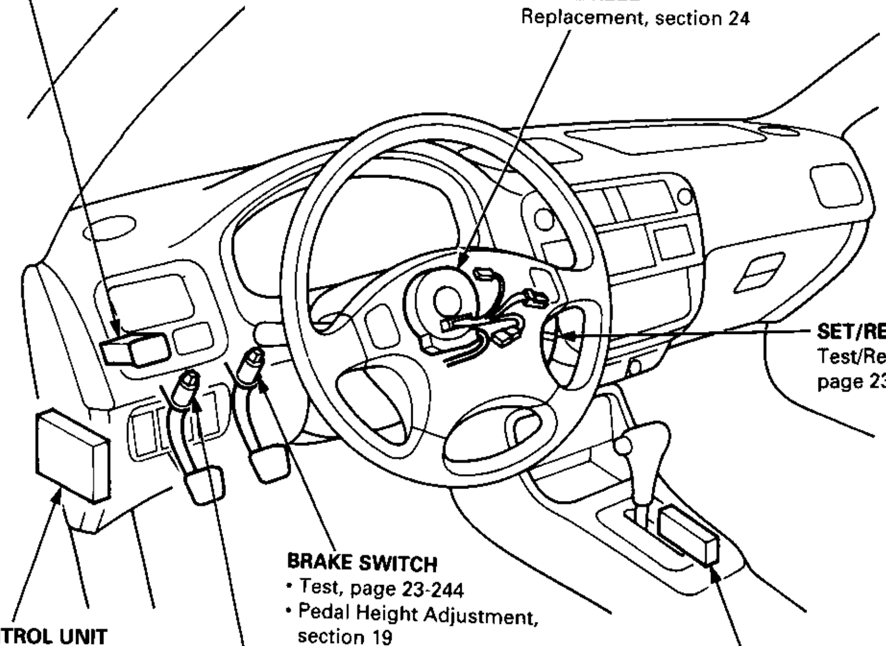

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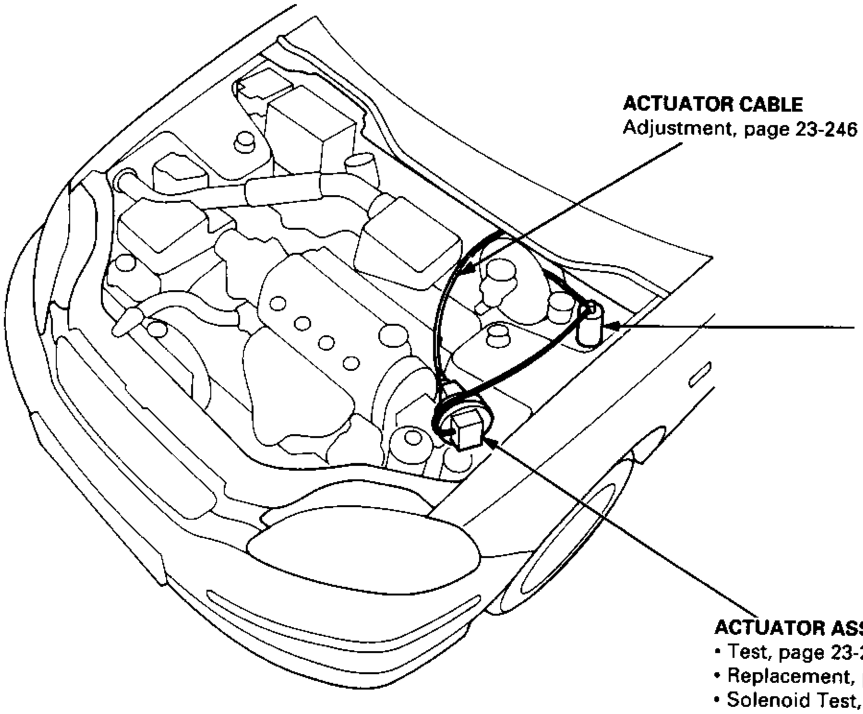

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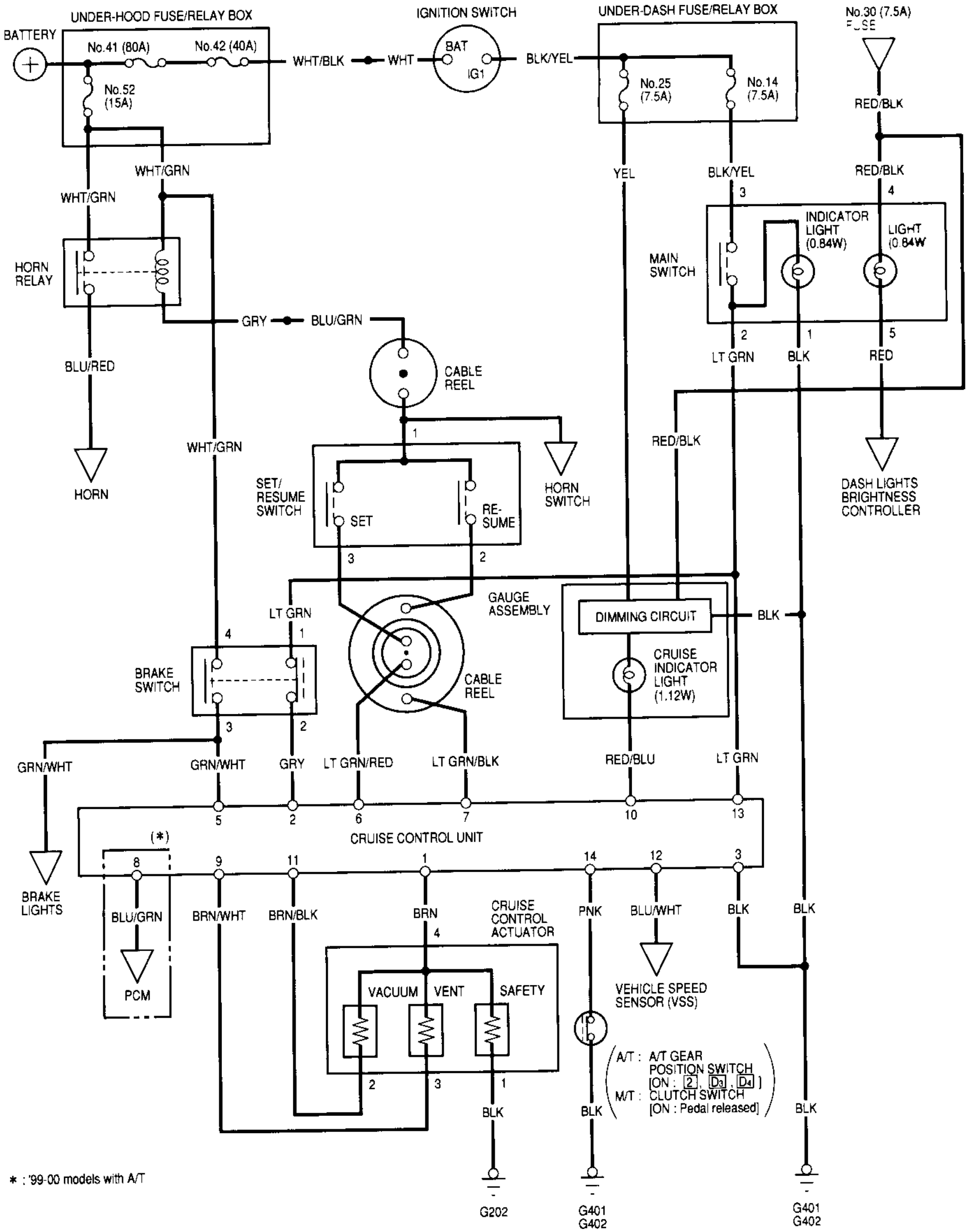
Circuit Diagram



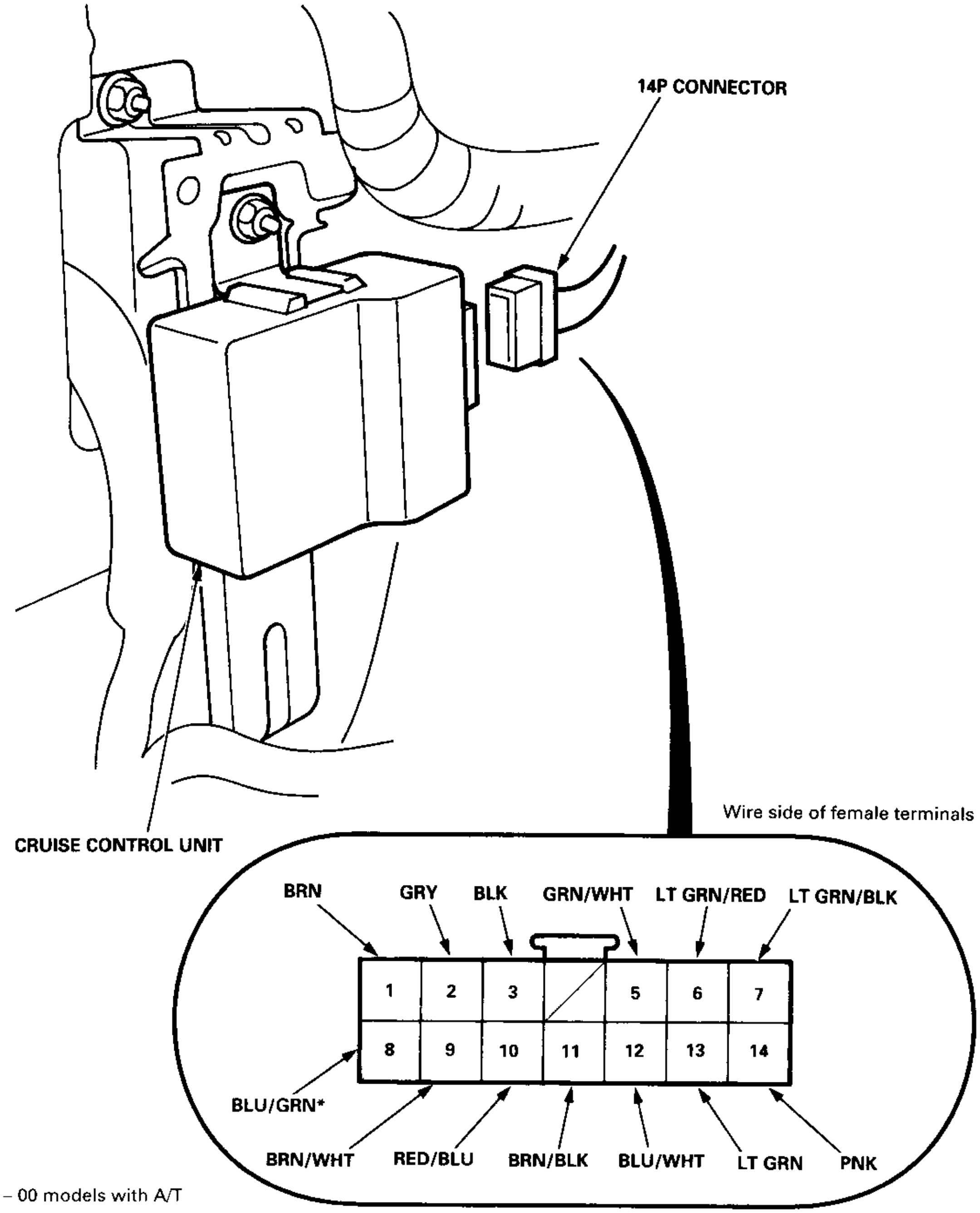
* : '99-00 models with A/T

Control Unit Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.

   If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
   If the terminals look OK, make the following input tests at the connector.
   — If any test indicates a problem, find and correct the cause, then recheck the system.
   — If all the input tests prove OK, the control unit must be faulty; replace it.



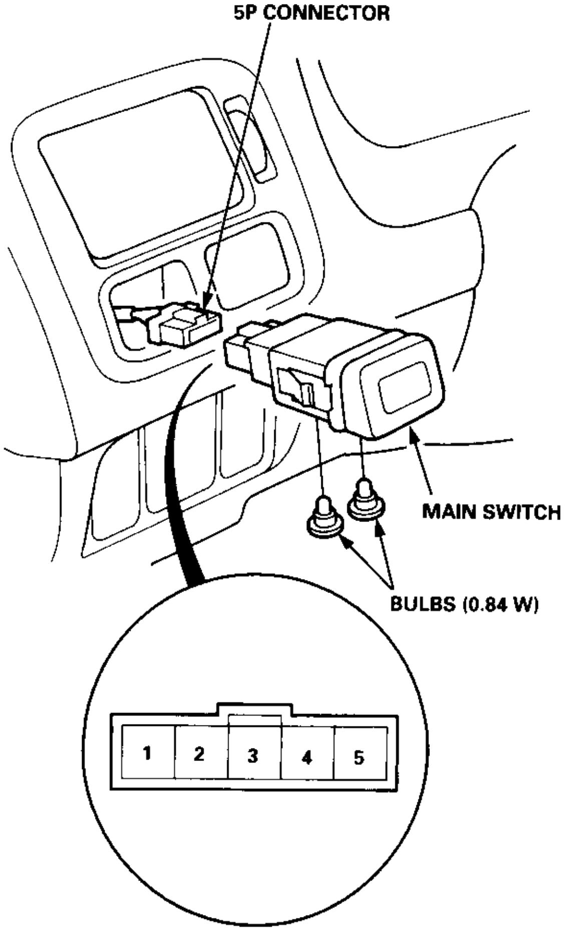
*: '99 – 00 models with A/T

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
9	BRN/WHT	Under all conditions	Check for resistance to ground: There should be 80 – 120 Ω.	• Faulty actuator solenoid • Poor ground (G202) • An open in the wire
1	BRN	Under all conditions	Check for resistance to ground: There should be 40 – 60 Ω.	
11	BRN/BLK	Under all conditions	Check for resistance to ground: There should be 70 – 110 Ω.	
2	GRY	Ignition switch ON (II), main switch ON and brake pedal pushed, then released	Check for voltage to ground: There should be 0 V with the pedal pushed and battery voltage with the pedal released.	• Faulty brake switch • An open in the wire
3	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
5	GRN/WHT	Brake pedal pushed, then released	Check for voltage to ground: There should be battery voltage with the pedal pushed, and 0 V with the pedal released.	• Blown No. 52 (15 A) fuse in the under-hood fuse/relay box • Faulty brake switch • An open in the wire
6	LT GRN/ RED	Set button pushed	Check for voltage to ground: There should be battery voltage.	• Blown No. 52 (15 A) fuse in the under-hood fuse/relay box • Faulty horn relay • Faulty set/resume switch • Faulty cable reel • An open in the wire
7	LT GRN/ BLK	Resume button pushed		
10	RED/BLU	Ignition switch ON (II)	Attach to ground: Cruise indicator light in the gauge assembly should come on.	• Blown bulb • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Faulty dimming circuit in the gauge assembly • An open in the wire
12	BLU/WHT	Ignition switch ON (II) and main switch ON; raise the front of the car, and rotate one wheel slowly with the other wheel blocked.	Check for voltage between the BLU/WHT ⊕ and BLK ⊖ terminals: There should be 0 – 5 V or more –0 – 5 V or more repeatedly.	• Faulty vehicle speed sensor (VSS) • An open in the wire
13	LT GRN	Ignition switch ON (II) and main switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 14 (7.5 A) fuse in the under-dash fuse/relay box • Faulty main switch • An open in the wire
14	PNK	A/T: Shift lever in $\boxed{2}$, $\boxed{D_3}$ or $\boxed{D_4}$ M/T: Clutch pedal released	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity when the clutch pedal is depressed or when the shift lever is in other positions.	• Faulty A/T gear position switch • Faulty or misadjusted clutch switch (M/T) • Poor ground (G401, G402) • An open in the wire
8*	BLU/GRN	Under all conditions	Check for continuity between No. 8 terminal and No. 5 terminal of the PCM connector A. There should be continuity.	• An open in the wire

*: '99 – 00 models with A/T

Main Switch Test/Replacement

1. Remove the driver's dashboard lower cover (see section 20).
2. Carefully push out the switch from behind the dashboard.
3. Disconnect the connector from the switch.



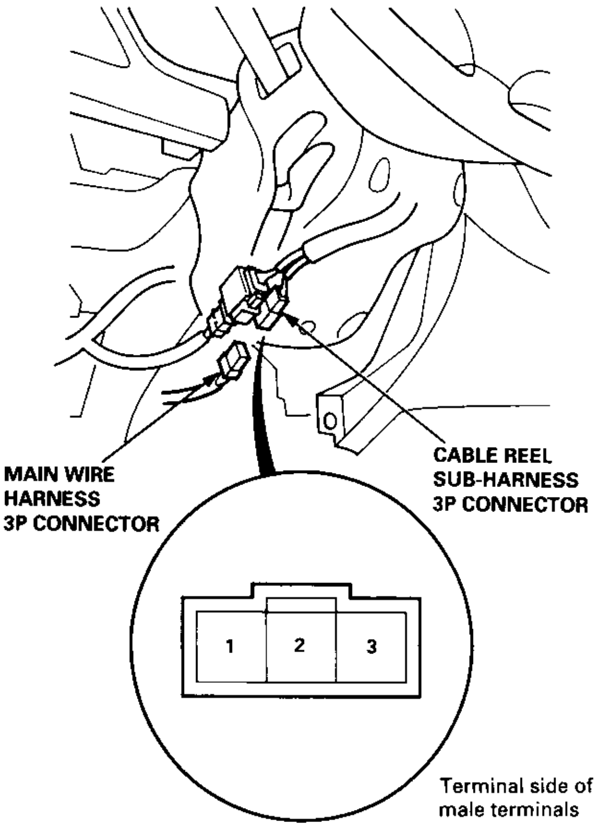
4. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	1		2	3	4		5
OFF	○—	—⊗—	—○		○—	—⊗—	—○
ON	○—	—⊗—	—○—	—○	○—	—⊗—	—○

If there is no continuity, replace the switch.

Set/Resume Switch Test/Replacement

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons. ('99 – 00 models).
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Disconnect the driver's airbag connector (see section 24).
4. Remove the dashboard driver's lower cover (see section 20).
5. Disconnect the cable reel sub-harness 3P connector from the main wire harness.

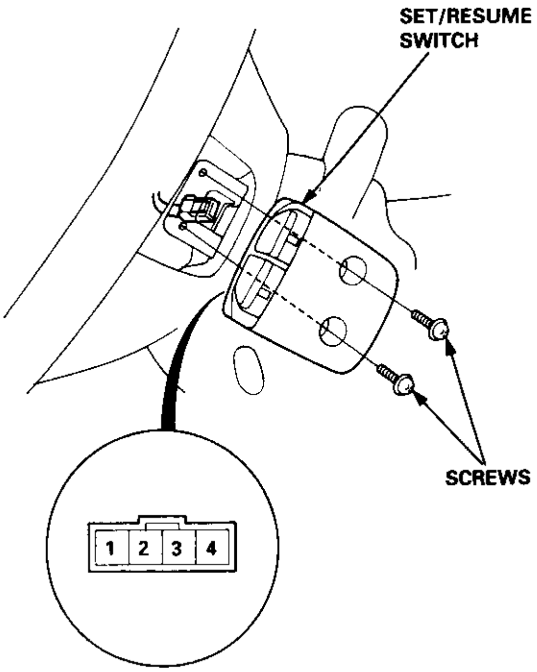

MAIN WIRE HARNESS 3P CONNECTOR
CABLE REEL SUB-HARNESS 3P CONNECTOR
1
2
3
Terminal side of male terminals

6. Check for continuity between the terminals of the cable reel sub-harness 3P connector in each switch position according to the table.

Terminal / Position	1	2	3
SET (ON)	○—	—○	
RESUME (ON)		○—	—○

- If there is continuity, and it matches the table, the switch is OK.
- If there is no continuity in one or both positions, go to step 7.

7. Remove the two screws, then remove the switch.



8. Check for continuity between the terminals in switch position according to the table.

Terminal / Position	1	2	3
SET (ON)	○—	—	—○
RESUME (ON)	○—	—○	

- If there is continuity, and it matches the table, replace the cable reel.
- If there is no continuity in one or both positions, replace the switch.

9. If all tests prove OK, reconnect the cable reel and cable reel sub-harness connector, then reinstall the steering column covers.

10. Reconnect the driver's airbag connector, and reinstall the access panel on the steering wheel.

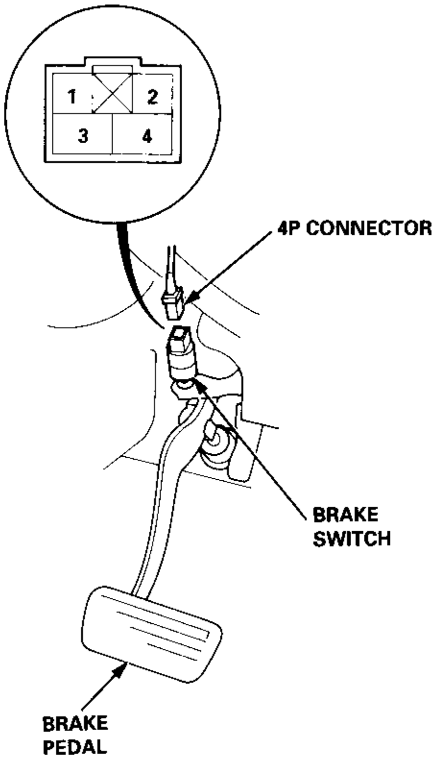
11. Reconnect the battery positive cable, then the negative cable.

12. After connecting the airbag connectors, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.

13. Enter the anti-theft code for the radio, then enter the customer's radio station presets. ('99 – 00 models).

Brake Switch Test

1. Disconnect the 4P connector from the switch.



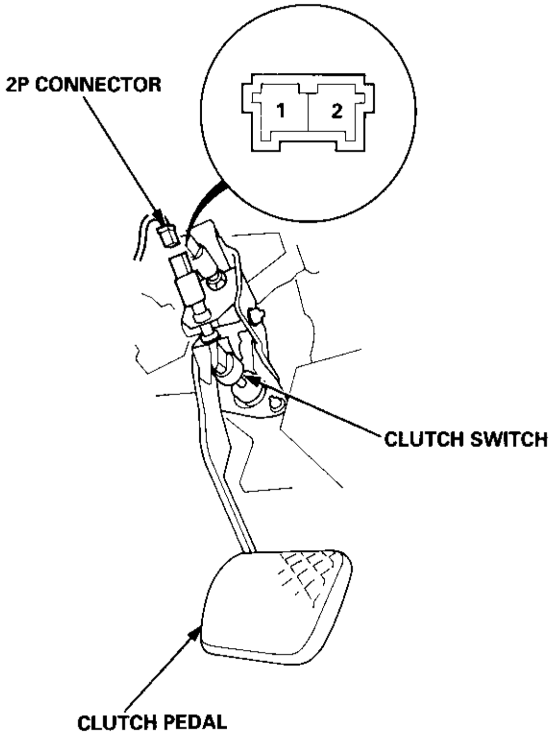
2. Check for continuity between the terminals according to the table.

Terminal / Brake pedal	1	2	3	4
RELEASED	○	○		
DEPRESSED			○	○

3. If necessary, replace the switch or adjust pedal height (see section19).

Clutch Switch Test (M/T)

1. Disconnect the 2P connector from the switch.



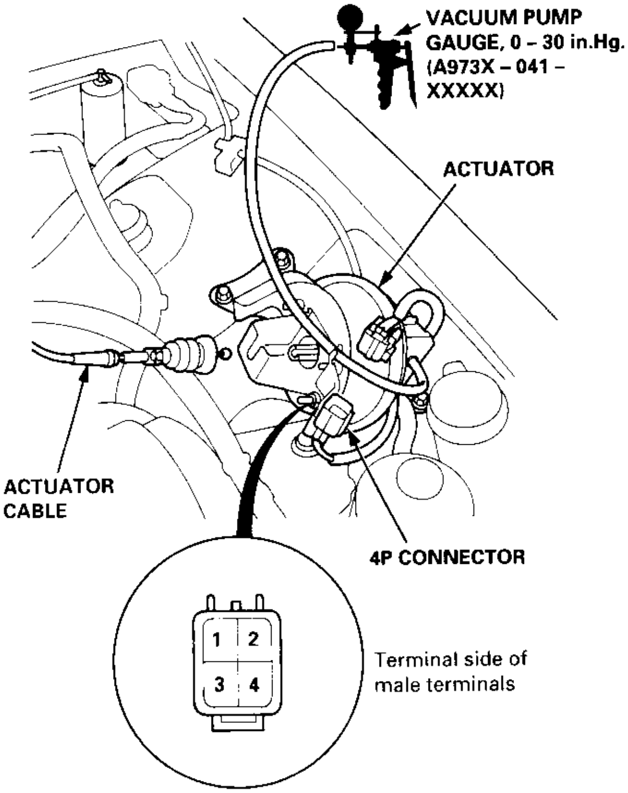
2. Check for continuity between the terminals according to the table.

Terminal / Clutch pedal	1	2
RELEASED		
DEPRESSED	○	○

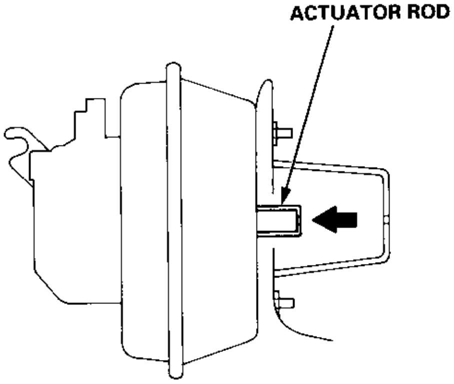
3. If necessary, replace the switch or adjust pedal height (see section 12).

Actuator Test

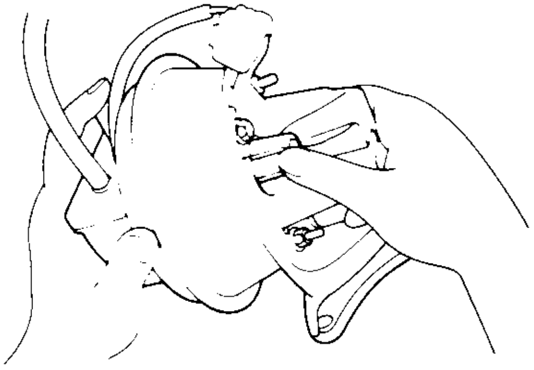
1. Disconnect the actuator cable from the actuator rod and the 4P connector.
2. Connect battery power to the No. 4 terminal and ground to the No. 1, No. 2 and No. 3 terminals.
3. Connect a vacuum pump to the vacuum hose. Then apply vacuum to the actuator.


VACUUM PUMP GAUGE, 0 - 30 in.Hg. (A973X - 041 - XXXXX)
ACTUATOR
ACTUATOR CABLE
4P CONNECTOR
1
2
3
4
Terminal side of male terminals

4. The actuator rod should pull in completely. If the rod pulls in only part-way or not at all, check for a leaking vacuum line or defective solenoid.



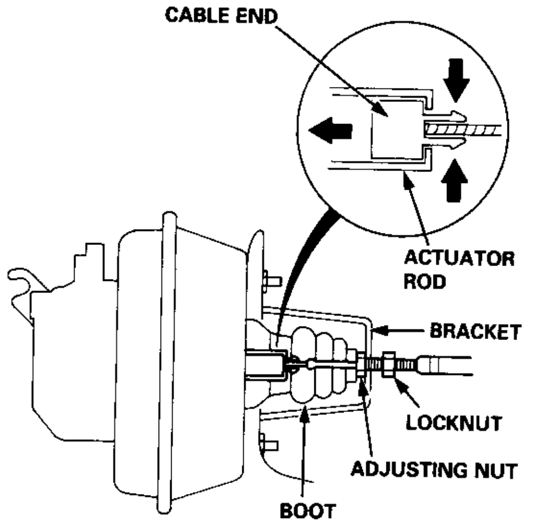
5. With voltage and vacuum still applied, try to pull the actuator rod out by hand. You should not be able to pull it out. If you can, it is defective.



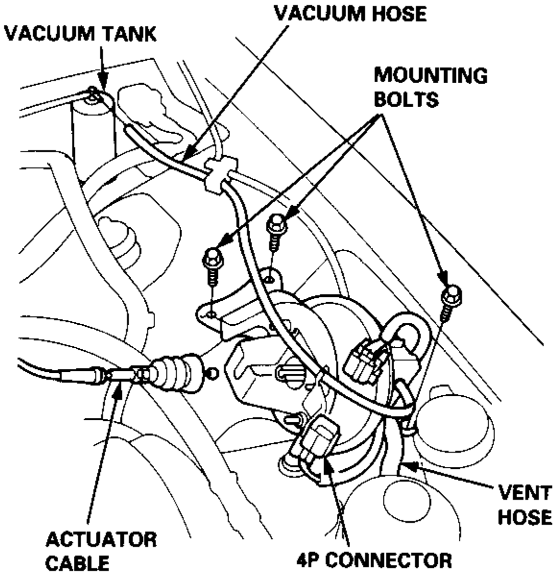
6. Disconnect ground from the No. 3 terminal. The actuator rod should return. If it does not return, but the vent hose and filter are not plugged, the solenoid valve assembly is defective.
7. Repeat steps 2 through 5, and disconnect ground from the No. 1 terminal. The actuator rod should return. If it does not return, but the vent hose and filter are not plugged, the solenoid valve assembly is defective.
8. If you replace the solenoid valve assembly, be sure to use new O-rings on each solenoid.
9. Disconnect power and ground from the 4P connector. Disconnect the vent hose from the actuator. Connect a vacuum pump to the actuator vent hose port, and apply vacuum. The actuator rod should pull in completely. If not, the vacuum valve is stuck open. Replace the actuator.

Actuator Replacement

1. Pull back the boot, and loosen the locknut. Then disconnect the cable from the bracket.
2. Disconnect the cable end from the actuator rod.



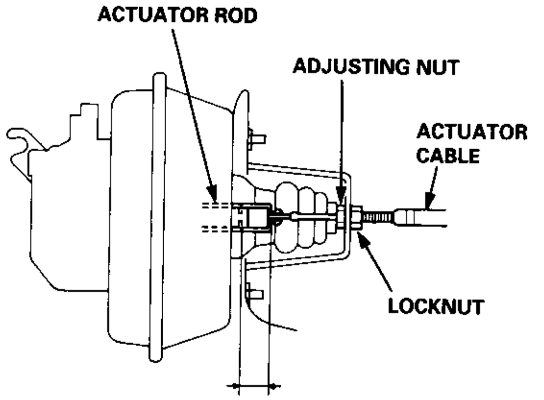
3. Disconnect the 4P connector from the actuator.
4. Disconnect the vacuum hose from the vacuum tank. Pull out the vent hose.
5. Remove the three mounting bolts and the actuator with the bracket.



6. If necessary, disconnect the cable end from the linkage over the accelerator pedal, then turn the grommet 90° in the bulkhead, and remove the cable.
7. Install in the reverse order of removal, and adjust free play at the actuator rod after connecting the cable (see next column).

Actuator Cable Adjustment

1. Check that the actuator cable operates smoothly with no binding or sticking.
2. Start the engine. Hold the engine at 3,000 rpm with no load (A/T in N or P , M/T in neutral) until the radiator fan comes on, then let it idle.
3. Measure the amount of movement of the actuator rod until the cable pulls on the accelerator lever (engine speed starts to increase). Free play should be 11 ± 1.0 mm (0.43 ± 0.04 in).



LOCKNUT FREE PLAY: 11 ± 1.0 mm (0.43 ± 0.04 in)

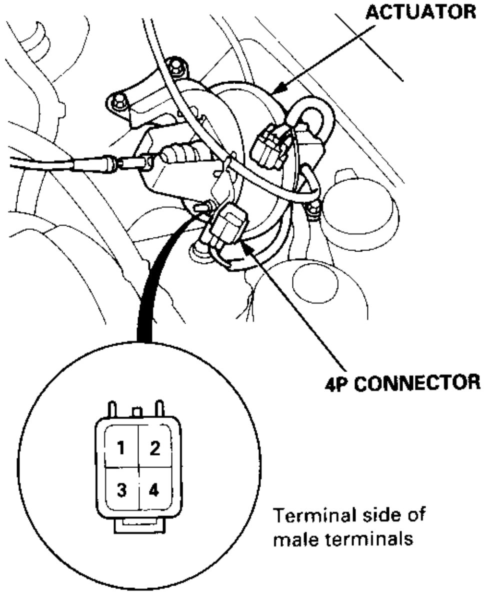
4. If free play is not within specs, loosen the locknut, and turn the adjusting nut as required.

   NOTE: If necessary, check the throttle cable free play (see section 11), then recheck the actuator rod free play.

5. Retighten the locknut, and recheck the free play.

Actuator Solenoid Test

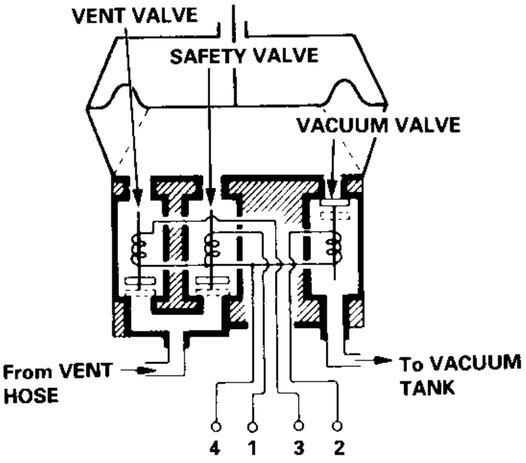
1. Disconnect the 4P connector from the actuator.



2. Check for resistance between the terminals according to the table.

Terminal / Resistance (Ω)	1	2	3	4
VENT SOLENOID 40 – 60Ω			○	○
VACUUM SOLENOID 30 – 50Ω		○	—	○
SAFETY SOLENOID 40 – 60Ω	○	—	—	○

NOTE: Resistance will vary slightly with temperature; specified resistance is at 70°F (20°C).



Actuator Disassembly